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**In the Supreme Court
of the United States**

OCTOBER TERM, 1926

No. 372

**R. B. MORRIS, doing business as MORRIS & LOWTHER;
H. M. HEWITT and LEW NUNAMAKER, doing business
as JOHN DAY VALLEY FREIGHT LINE; H. L. LIV-
INGSTON, doing business as BEND-PORTLAND TRAN-
SIT, and PORTLAND-HOOD RIVER TRUCK LINE, INC.,**
Appellants,

vs.

**WM. DUBY, H. B. VAN DUZER, and W. H. MALONE, as
the OREGON STATE HIGHWAY COMMISSION,**
Appellees.

*Appeal from the District Court of the United States from the
District of Oregon.*

**Reply to Motion to Vacate Decree
and Brief in Support**

L. H. VAN WINKLE,
Attorney-General for the State of Oregon,
J. M. DEVER,

Assistant Attorney-General for the State of Oregon,
Counsel for Appellees.

**W. E. CRAWFORD,
EDWIN C. EWING,**
Counsel for Appellants.

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Reply to Motion to Vacate Decree and Brief in Support

*To the Honorable, the Chief Justice and the Associate
Justices of the Supreme Court of the United States:*

Come now the appellees above named, and for their answer and reply to the motion for a vacation of the decree of the court heretofore made and entered, represent and urge the following facts:

The motion presented at this time by the appellants is directed against the judgment and decree of this court made and entered on the 29th day of October, 1926, by which decree the court vacated the decree of the District court of the United States for the District of Oregon,

and remanded the cause to the lower court with directions to dismiss the bill of complaint on the ground that the case had become a moot case, and the decree of this court provided that the appellants might within thirty days move for a vacation of the decree if they questioned the rescission of the order of the Highway Commission.

The record leading up to the decree of this court, the vacation of which is now moved by the appellants, briefly stated is as follows:

The State of Oregon as a part of its program of highway legislation enacted chapter 371 of the General Laws of Oregon, 1921, which act is known as "The Motor Vehicle Law." To sections 35 and 36 of that motor vehicle law the Highway Commission of Oregon points for its authority to make the order challenged by the appellants. Those sections read as follows:

"Highway Commission and County Court May Grant Special Permits.—Upon receipt of an application for permission to move over any highways of this state, any vehicle, article, property or thing having a combined weight in excess of twenty-two thousand (22,000) pounds, the State Highway Commission, or the county court, to whom such application may be made shall investigate the representations made in said application and, if in the judgment of said State Highway Commission, or of such county court the interests of the public will be served by the proposed movement, the State Highway Commission, or such county court may grant written permission for such movement which shall include such terms, rules, stipulations and conditions as said commission or said court may deem to be necessary or desirable for the protection of the highways and of the public interest; provided, however, that in every such case the said State Highway Commission or the county court shall require the applicant for such permit to furnish a good and sufficient bond of indemnity for any damage to the highways that may be caused by such movement. Said bond shall be in such amount as the State Highway Commission or the county

court may deem necessary for the full protection of the public interest and shall be filed with the commission or court granting the authority or permission, as the case may be. No movement of any such vehicle, device or thing shall begin until said permission has been granted and the required bond has been filed and accepted by the highway commission or the county court.

"The highway commission or the county court may, in its discretion, appoint one of its officers or agents to be present at and during the movement, but the presence of such officer or agent, or any interference or suggestions offered or made by such agent, shall not be deemed to be supervision of the movement, or in any manner to relieve the party to whom such permit has been granted, or the sureties on said bond, from sole responsibility for every damage that may be done by such movement; provided, however, that if in the opinion of said officer or agent of said highway commission or county court the terms, rules, stipulations and conditions of the permit granted for such movement are not being complied with, such agent may [be], and he is hereby authorized to order such movement to be forthwith stopped.

"Section 36. *State Highway Commission and County Courts May Limit Weights and Speeds and Close Highways.*—Whenever in the judgment of the State Highway Commission or of any county court or board of county commissioners of any county of this state it would be for the best interests of the state or county and for the protection from undue damage of any highway or highways, or of any section or sections thereof, and with respect to such highways or any sections thereof, to reduce the maximum weights and speeds in this act provided for vehicles moving over or upon the highways of this state; or if in the judgment of the State Highway Commission or of any county court or board of county commissioners of any county of this state it would be for the best interests of the state or of the county and for the protection from undue damage of any highway or highways or of any sections thereof, to close such highway or highways or any sections thereof, for any or all traffic or for any particular class of traffic or for the moving thereon of any kind, size or weight of vehicles or any kind of com-

modity, freight or thing, then, in that event, the highway commission or the county court or board of county commissioners of any county may, and is hereby authorized and empowered to, determine and fix the reduced weights and speeds which shall be the maximum weights and speeds for vehicles or things moving over such highway or highways or any specified sections thereof, and/or to prohibit the use of such highway or highways or any section or sections thereof for moving thereon any kind, size or weight of vehicle or any kind of commodity, freight or thing, for such period or periods of time as in the judgment of said commission or county court or board of county commissioners, will be for the best interests of the state or county.

"The State Highway Commission, or the county court or board of county commissioners, as the case may be, shall post a notice in a conspicuous manner and place, so it can be readily seen and read, at each end of any highway or section thereof, for which limitations of traffic as in this section provided have been determined and fixed by said commission or court. Such notice shall state plainly the limitations or prohibitions of traffic determined and fixed by said commission or court in respect to such highway or section thereof." (Chapter 371, G. L. O. 1921, 732, 733.)

Pursuant to the authority vested in the commission by virtue of said law, the highway commission on the 28th day of September, 1925, made and entered an order, a copy of which is marked "Exhibit A" and is hereto attached and made a part of this answer. By that order the commission for the purpose of preserving the roads against damage being done during the rainy season by heavy traffic, reduced the maximum weight of truck and load from 22,000 pounds to 16,500 pounds.

The appellants challenged by a bill of complaint filed in the United States District Court for the District of Oregon the authority of the Oregon Highway Commission to

make such order, and they likewise challenged the constitutionality of the Oregon statute which authorized and permitted the making of the order.

The appellants sought and prayed for not only a permanent injunction against the enforcement of the order, but a temporary restraining order restraining the highway commission from putting into effect the said order, and in their prayer they petitioned as follows:

"The plaintiffs pray that a temporary injunction be granted, restraining the defendants and all (fol. 16) other officers and agents of the State of Oregon, from arresting or threatening to arrest or otherwise preventing, hindering or obstructing the said plaintiffs and all other members of the said Auto Freight Transportation Association of Oregon and Washington, while engaged in operating motor trucks over said portion of the said Columbia River Highway from the East County line of Multnomah County to Hood River, upon the ground and for the reason that the said plaintiffs, as well as other members of the Auto Freight Transportation Association of Oregon and Washington, are operating their said motor trucks when the gross weight thereof exceed 16,500 pounds, but not to exceed the gross weight of 22,000 pounds; that as the constitutionality of a State Statute and the enforcement thereof by the defendants is sought to be enjoined, the plaintiffs pray that the court proceed to call in two other judges of this court one of whom to be a circuit judge, for the purpose of hearing and determining the application of the temporary injunction as prayed for herein; and that upon the final hearing of this suit, the said order of said defendants issued on August 28, 1925, limiting the gross weight of motor trucks on that portion of said Columbia River Highway, from the east county line of Multnomah county to Hood River, to 16,500 pounds, as well as the provisions of said law of Oregon of 1921, relating to the powers and authority of the State Highway Commission to limit the gross weight of motor vehicles, including their load, below 22,000 pounds, be declared void and unconstitutional and such interlocutory injunction be made permanent, and

plaintiffs pray for such other, further and proper relief as may be just and equitable in the premises, including their costs and disbursements expended herein." (Transcript of Record, pp.14, 15.)

The application for a temporary restraining order was heard by a three-judge court under the provisions of section 266, as amended by the Judicial Code, which application was denied.

An amended bill of complaint was filed and a second application made for a temporary restraining order, and again a three-judge court denied the application.

The appellants refused to further plead, and their complaint and cause were dismissed.

From such order the appellants appealed direct to this court.

Counsel for appellants gave notice that on the 24th day of May, 1926, they would submit to this court a petition for a stay, or in the alternative for the advancement of the case. The said application was typewritten, and in that respect did not comply with the rule of the court.

To this application for a stay the appellees made reply, and among other matters set out in said reply the appellees on page 18 thereof said:

"These appellees further answering the application for a stay, allege that the order made by the State Highway Commission was made for the purpose of protecting the public highways against the damage which was being done by the appellants and others similarly engaged, and was directed not only at the appellants, but, as is disclosed from the order itself, was directed to the public at large; that said order was temporary and was made for the purpose of protecting the highway during the rainy season; that the court in its order denying the application for a temporary restraining order, noted and directed attention to the fact that said order was temporary and not perma-

nent, and as further evidence of that fact it is alleged that the appellees herein named, at their regular meeting held in Portland, Oregon, on March 25, 1926, by an order entered in its minutes, revoked the order challenged by these appellants and by which the maximum load limit was reduced upon the section of the Columbia River Highway now in dispute, and said order is not now and has not been since April 1, 1926, in effect; that the order of the commission revoking its previous order reducing the load limit on said highway is entered at page 1977 of volume 10 of the records and minutes of the Oregon State Highway Commission, and reads as follows: 'On motion which was carried, the commission authorizes the removal of load limitations on the following highways, effective April 1, 1926: Columbia River Highway between Multnomah county line and Hood River.' Then follows a list of the other highways affected by the orders of the commission by which maximum load limits were reduced. It is manifest, therefore, that appellants are seeking a stay of an order not now in effect." (Answer to Petition for Stay, p. 18.)

It was urged in the reply, and is true that the original order by the Oregon Highway Commission was made to protect the roads during the rainy season, and it was so held by the court below. On this point the court below said:

"There is no constitutional or legal reason why the state legislature might not at the time have made the maximum truckload less than 22,000 pounds, so that it did not make it so low as practically to rule trucks off the highway, which would raise a legislative question involving discretion touching the reasonableness of the provision of the act.

"The legislature having this power, it also had the power to delegate to the State Highway Commission the authority in cases of emergency to reduce the carrying weight of trucks until the emergency was relieved against. This is all the commission attempted and is attempting to do in the present case. The order of the commission is temporary, not permanent, it reading 'until revoked or modified.'" (Trans. of Record, p. 822.)

In so far as we are advised the application for a stay was never acted upon by this court, but instead the cause was set down for argument on the merits on October 25, 1926, and came on for argument on October 29th of said year.

Appellants did not make oral argument but submitted their cause on written brief.

The appellees appeared for oral argument by J. M. Devers, Assistant Attorney General for the State of Oregon.

During the discussion there was developed the fact that the order of the Oregon Highway Commission, which order was the occasion for the present law suit, had been on the 25th day of March, 1926, revoked. It was also developed that a similar order would be put into effect by the Oregon Highway Commission in the early part of November and would remain effective during the fall and winter rains for the purpose of protecting the public highways from the results of heavy traffic.

This court reached the conclusion that as a result of the vacation of the order of the highway commission made September 28, 1925, which order was the occasion of this law suit, was to reduce the controversy to a moot case, and, so holding and ruling, the court vacated the order of the district court and remanded the cause to the court below with instructions to dismiss the bill of complaint.

Appellants now move that the order and decree of this court be vacated. The appellees will welcome a disposition of this entire controversy upon its merits, and desire a declaration of the law covering the field within which State of Oregon may legislate and the extent to which the Oregon Highway Commission pursuant to such legislation may regulate the use of the public highways of the state.

During the oral argument by counsel for appellees it was stated that the occasion of this law suit is the order made by the Oregon State Highway Commission on the 28th of September, 1925, which order was subsequently vacated and revoked, and that statement we believe to be a statement of fact. It is true, however, that appellants have challenged the constitutionality of the Oregon law which sanctioned and permitted the making of the order. But we believe that the Oregon statute was challenged simply as an additional means or an occasion to get before this court. The Oregon law limits the maximum weight of truck and load to 22,000 pounds. Against this limitation there appears to be no complaint from appellants. If the legislature can limit the weight it can delegate that authority to the highway commission. In fact, the Oregon legislature has itself reduced the maximum weight of load and truck below 22,000 pounds, which limitation will become effective January 1, 1927. That limitation as fixed by the Oregon legislature in the following amendment to the law of 1921 is as follows:

"Sec. 33. *Limiting the Combined Weight of Anything Moving Over the Highways of the State.*—No vehicle, motor vehicle, motor truck, device or thing having a combined weight in excess of twenty-two thousand (22,000) pounds at the point of contact [contact] of the four wheels of any such vehicle with the surface of the highway, or a combined weight of more than seventeen thousand six hundred (17,600) pounds at the points of contact of the two wheels of any one axle of any such vehicle, or of a combined weight of more than twenty-two thousand (22,000) pounds if a device not equipped with wheels, shall be moved over or upon any highway of this state without the written permission of the State Highway Commission or of the county court of the county in which such road is located obtained as in this act provided; provided, that in no event shall the combined weight of both vehicle and load on and after January 1, 1927, exceed the total sum of

twenty thousand (20,000) pounds; and provided further, that in no event after said date shall the combined weight of any such vehicle or device be in excess of fourteen thousand four hundred (14,400) pounds at the points of contact of the two wheels of any one axle of any such vehicle, or a combined weight of more than twenty thousand (20,000) pounds if a device not equipped with wheels, without written permission of the State Highway Commission or of the county court of the county in which such road is located. The provisions of this section shall not apply to any vehicle, article, machine or other equipment used by any county in the construction, maintenance or repairs of its public highways, or in the transportation of county equipment. (Chapter 309, Laws of 1925, p. 586.)

It will be noted, therefore, that on and after January 1, 1927, the maximum weight of load and truck during any part of the year shall not exceed 20,000 pounds.

We think that this court should know as a matter of record that there is now in effect an order made by the Oregon Highway Commission reducing the maximum weight of load and truck to 16,500 pounds, which order applies to trucks which are equipped with solid tires, it being the experience and judgment of the commission that the greater damage is done by the vehicle employing solid tires as opposed to the pneumatic tire. A copy of that order, marked "Exhibit B" is hereto attached and made a part of this reply.

Therefore, because of the fact that not only the members of the legislature, but the officers entrusted with the construction, maintenance and preservation of the public highways of the state have found it necessary to regulate the use of the highways, and in connection with such regulation to curtail at times the activities of certain users of the highway, it will, in the judgment and opinion of appellees, be helpful and wholesome if the authority of the state

of Oregon over its public highways can be defined by the Supreme Court of the United States, at least with respect to the challenge now made by appellants.

Wherefore, to the end and purpose that the controversy may be disposed of on its merits, we respectfully submit and urge that the decree heretofore made and entered be vacated, and in its stead a judgment order and decree be entered defining and declaring the law of the case and the power and the authority of the State of Oregon with respect to regulation of its state highways, and thus will public interests and private rights be safeguarded and promoted.

Respectfully submitted:

I. H. VAN WINKLE,

Attorney-General for the State of Oregon.

J. M. DEVERS,

Assistant Attorney-General for the State of Oregon

Attest:

ROY A. KLEIN,

Secretary to Oregon State Highway Commission

EXHIBIT B

OREGON STATE HIGHWAY COMMISSION
ORDER REDUCING MAXIMUM LOAD LIMITS ON CERTAIN STATE HIGHWAYS

Whereas, the following roads or highways have been designate and declared to be and are state highways, and have been improved and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as state highways, to wit:

Alsea Highway
Ashland-Klamath Falls Highway
Columbia River Highway
Coos Bay-Roseburg Highway
Corvallis-Newport Highway
McKenzie Highway
McMinnville-Tillamook Highway
Mt. Hood Loop Highway
Redwood Highway
Roosevelt Coast Highway
Santiam Highway
Willamette Highway
Willamette Valley-Florence Highway

And whereas, the said above named state highways and each and all of the same are, in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which is damaging and injuring said highways, and in order to protect said highways against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Commission finds that it will be for the best interests of the said highways and each of them, that the maximum weights permitted and authorized by law be reduced;

And whereas, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission, that the maximum weights which shall be permitted upon the said roads or any of them shall be reduced and fixed as in this order provided:

Now, therefore, the premises being in part as above stated, and the State Highway Commission having as a result of due investigation found that the roads above

mentioned and hereinafter designated are being damaged and injured on account of the kind and character of traffic now being named over and upon said roads, and by reason of the fact that vehicles equipped with solid rubber tires carrying maximum loads moved at the maximum speeds specified by the provisions of the laws of the State of Oregon are breaking up, damaging and deteriorating the said roads, and the commission having found upon due investigation that it will be for the best interests of the said state highways and each of them that the maximum total weight of load and vehicle equipped with solid rubber tires which shall be permitted upon any of said roads shall be reduced from 22,000 pounds to 16,500 pounds, and that the maximum allowable load of 600 pounds per inch of tire width for tires having a width in excess of 30 inches shall be reduced to 450 pounds per inch of tire width, and that the maximum allowable load for tires having a width of less than 30 inches shall be reduced from 500 pounds per inch width of tire to 375 pounds per inch width of tire;

It is hereby ordered, that the maximum weight of combined load and vehicle having solid rubber tires of any kind, including cushion types but not pneumatic, which shall be permitted upon any of the within-named roads shall not exceed 16,500 pounds, and that on any such vehicle having a total tire width of less than 30 inches the concentrated weight in pounds bearing on the surface of the highway at contact with the tread of the two wheels of any one axle of such vehicle shall not exceed the product of the sum of the tire widths of the two wheels of such axle, multiplied by 375 pounds; and on any such vehicle having a total tire width of 30 inches and more than 30 inches the concentrated weight in pounds bearing on the surface of the highway at contact with the tread of the two wheels of any one axle of such vehicle shall not exceed the product of the sum of the tire widths of the two wheels of such axle multiplied by 450 pounds.

It is further ordered, that these rules and regulations as made and found by the State Highway Commission under the provisions of Chapter 371 of the Laws of Oregon for 1921, as amended by Chapter 8 of the General Laws

of Oregon, 1921 Special Session, Chapter 145, General Laws of Oregon for 1923, and Chapter 308, General Laws of Oregon for 1925, shall be in full force and effect for the following period, to wit: From the 15th day of October, 1926, to the 15th day of April, 1927, and the said rules, regulations and findings shall govern traffic operations over and upon the following named state highways, to wit:

Alsea Highway between Philomath in Benton county and Waldport in Lincoln county.

Ashland-Klamath Falls Highway between Green Springs Mountain Summit and the Jackson-Klamath County Line in Jackson county.

Columbia River Highway between the Multnomah-Hood River County Line and the west city limits of Hood River in Hood River county.

Coos Bay-Roseburg Highway between the south city limits of Coquille in Coos county and the Pacific Highway Junction in Douglas county, excluding that portion within the city limits of Myrtle Point.

Corvallis-Newport Highway between the city limits of Corvallis in Benton county and the city limits of Newport in Lincoln county, excluding that portion within the city limits of Toledo.

McKenzie Highway between the east city limits of Springfield and Blue River in Lane county.

McMinnville-Tillamook Highway between Hebo in Tillamook county and the junction with the West Side Pacific Highway in Yamhill county, excluding portions within the corporate limits of Sheridan and Willamina.

Mt. Hood Loop Highway between the Multnomah County Line and the Clackamas-Hood River County Line in Clackamas county, excluding the portion within the corporate limits of Sandy.

Redwood Highway between the junction with the Pacific Highway near Grants Pass and the California State Line in Josephine county.

Roosevelt Coast Highway between the south city limits of Seaside in Clatsop county and the north city limits of Newport in Lincoln county, excluding the portions within the corporate limits of Wheeler, Bay City and Tillamook.

Roosevelt Coast Highway between Lakeside and Glasgow and between the south city limits of Coquille and the east city limits of Bandon, in Coos county.

Santiam Highway between the east city limits of Albany and the north city limits of Lebanon, in Linn county.

Willamette Highway between Goshen and Lowell, in Lane county.

Willamette Valley-Florence Highway between Cheshire and Rainrock in Lane county.

And it is further ordered, that a notice be posted in a conspicuous manner and place at each end of each of the above-named highways, and at important crossroads on each of said highways, so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

And be it further ordered, that a certified copy of this order be furnished to the county clerk of each county in which any of said highways are located, and that a certified copy of said order be furnished the Chief of the Traffic Enforcement Division for his information.

Dated this 28th day of September, 1926.

OREGON STATE HIGHWAY COMMISSION,

By WM. DUBY, Chairman,

H. B. VAN DUZER, Commissioner,

W. H. MALONE, Commissioner.

Attest:

ROY A. KLEIN,

State Highway Engineer and Secretary.

EXHIBIT A

OREGON STATE HIGHWAY COMMISSION

ORDER REDUCING MAXIMUM LOAD LIMITS ON CERTAIN STATE HIGHWAYS

Whereas, the following roads or highways have been designated and declared to be and are state highways, and have been improved and are being maintained by the State Highway Commission pursuant to the laws of the State of Oregon as state highways, to wit:

Alsea Highway
Ashland-Klamath Falls Highway
Coos Bay-Roseburg Highway
Corvallis-Newport Highway
Crater Lake Highway
Klamath Falls-Lakeview Highway
McMinnville-Tillamook Highway
Mt. Hood Loop Highway
Prineville-Lakeview Highway
Redwood Highway
Roosevelt Coast Highway
The Dalles-California Highway
Willamette Highway
Willamette Valley-Florence Highway

And whereas, the said above named state highways and each and all of the same are, in the judgment of the State Highway Commission, being subjected to a kind and character of traffic which is damaging and injuring the said highways, and in order to protect said highways against such damage and injury it is deemed and is the judgment of the Highway Commission, and said Commission finds that it will be for the best interests of the said highways and each of them, that the maximum weights permitted and authorized by law be reduced;

And whereas, the State Highway Commission has after due investigation determined and found, and it is the judgment of the Commission, that the maximum weights which shall be permitted upon the said roads or any of them shall be reduced and fixed as in this order provided:

Now, therefore, the premises being in part as above stated, and the State Highway Commission having as a

result of due investigation found that the roads above mentioned and hereinafter designated are being damaged and injured on account of the kind and character of traffic now being hauled over and upon said roads, and by reason of the fact that loads of the maximum weight moved at the maximum speeds specified by the provisions of the laws of the State of Oregon are breaking up, damaging and deteriorating the said roads, and the Commission having found upon due investigation that it will be for the best interests of the said state highways and each of them that the maximum weight of load which shall be permitted upon any of said roads shall be reduced from 22,000 pounds to 16,500 pounds, and that the maximum weight of 600 pounds for tires having a width in excess of 30 inches shall be reduced to 450 pounds per inch of tire width, and that the maximum allowable load for tires having a width of less than 30 inches shall be reduced from 500 pounds per inch width of tire to 375 pounds per inch width of tire:

It is hereby ordered, that the maximum weight of combined load and vehicle which shall be permitted upon any of the within-named roads shall not exceed 16,500 pounds, and that on any vehicle having a total tire width of less than 30 inches the concentrated weight in pounds bearing on the surface of the highway at contact with the tread of the two wheels of any one axle of such vehicle shall not exceed the product of the sum of the tire widths of the two wheels of such axle multiplied by 375 pounds; and on any vehicle having a total tire width of 30 inches and more than 30 inches the concentrated weight in pounds bearing on the surface of the highway at contact with the tread of the two wheels of any one axle of such vehicle shall not exceed the product of the sum of the tire widths of the two wheels of such axle multiplied by 450 pounds; and on the Coos Bay-Brookburn Highway between Brook Creek and Upper Ten Mile Creek Bridges, and in respect to this section of that highway it is ordered in view of the special conditions that the maximum load limit which is permitted shall be reduced from 22,000 pounds to 11,000 pounds and the maximum allowable load per inch width of tire shall not exceed 300 pounds.

It is further ordered that these rules and regulations be made and found by the State Highway Commission

under the provisions of Chapter 371 of the Laws of Oregon for 1921, as amended by Chapter 8 of the General Laws of Oregon, 1921 Special Session, shall be in full force and effect for the following period, to wit: From the 15th day of October, 1925, to the 15th day of April, 1926, and the said rules, regulations and findings shall govern traffic operations over and upon the following named state highways, to wit:

- Alsea Highway, between Cedar Creek and Yew Creek (Alsea Mountain Section) and between Maltby Creek in Benton county and Waldport in Lincoln county.
- Ashland-Klamath Falls Highway, between the junction of the Pacific Highway in Jackson county and the west city limits of Klamath Falls in Klamath county.
- Coos Bay-Roseburg Highway, between Upper Ten Mile Creek Bridge in Douglas county and the south city limits of Coquille in Coos county, excluding within the corporate limits of Myrtle Point.
- Corvallis-Newport Highway, between Wren in Benton county and the east city limits of Newport in Lincoln county, excluding within the corporate limits of the city of Toledo.
- Crater Lake Highway between the north city limits of Medford in Jackson county and the junction with The Dalles-California Highway in Klamath county, excluding the section between the boundaries of Crater Lake National Park.
- Klamath Falls-Lakeview Highway, between the east city limits of Klamath Falls and Bonanza, in Klamath county.
- McMinnville-Tillamook Highway, between the junction with the West Side Pacific Highway in Yamhill county and Hebo in Tillamook county, excluding within the corporate limits of the cities of Sheridan and Willamina.
- Mt. Hood Loop Highway, between the Multnomah County Line and the Hood River County Line, in Clackamas county, excluding within the corporate limits of Sandy.
- Prineville-Lakeview Highway, all macadamized portions between a point 7 miles south of Summer Lake Post-office and New Pine Creek, in Lake county, excluding within the corporate limits of the city of Lakeview.
- Redwood Highway, between the junction with the Pacific Highway at Grants Pass and the O'Brien Schoolhouse, in Josephine county.

Roosevelt Coast Highway, between Seaside in Clatsop county and Mohler in Tillamook county; between Brighton and Rockaway and between Hobsonville and Wilson River, in Tillamook county, and between Pleasant Valley in Tillamook county and the Siletz River in Lincoln county.

Roosevelt Coast Highway, between Lakeside and Glasgow, and between the south city limits of Coquille and the east city limits of Bandon, in Coos county; between the Coos County Line and Denmark, between Mussel Creek and Euchre Creek, between Gold Beach and Hunters Creek, and between Brookings and the California State Line, in Curry county.

The Dalles-California Highway, between Beaver Marsh and the California State Line near Malin, in Klamath county, excluding within the corporate limits of Klamath Falls and Merrill.

Willamette Highway, between Goshen and Lowell, in Lane county.

Willamette Valley-Florence Highway, between Ceshire and Rainrock, in Lane county.

And it is further ordered, that a notice be posted in a conspicuous manner and place at each end of each of the above-named highways, and at important crossroads on each of said highways, so that said notice can be readily seen and read, which said notice shall state plainly the limitations and prohibitions of traffic hereby in this order determined and fixed.

And be it further ordered, that a certified copy of this order be furnished to the county clerk of each county in which any of said highways are located, and that a certified copy of said order be furnished the Chief of the Traffic Enforcement Division for his information.

Dated this 15th day of September, 1925.

OREGON STATE HIGHWAY COMMISSION,

By WM. DUBY, Chairman,

H. B. VAN DUZER, Commissioner,

W. H. MALONE, Commissioner.

Attest:

ROY A. KLEIN,

State Highway Engineer and Secretary.